

AMENDMENTS TO THE CLAIMS

The following listing of claims will replace all prior versions and listings of claims in the application.

LISTING OF CLAIMS

1. (currently amended) An aircraft adapted for covert deployment and low vulnerability to hostile detection and aggression, said aircraft comprising:

a fuselage having a pair of sidewalls and a bottom adapted to form an armored payload bay;

a pair of wings connected to the fuselage, the wings adapted to allow the aircraft to be transported within a larger aircraft;

wherein each sidewall includes at least one pulse ejector thrust augmentor (PETA) bank that includes a plurality of interconnected pulsejets, each PETA bank canted outward such that a thrust exhaust produced by each PETA bank is directed down and outwardly away from a centerline of the payload bay; and

wherein the bottom is adapted to allow ingress and egress of cargo from the payload bay.

2. (original) The aircraft of Claim 1, wherein the wings have a non-alterable wingspan adapted to allow the aircraft to be transported with the larger aircraft and deployed from the larger aircraft when the larger aircraft is airborne.

3. (original) The aircraft of Claim 1, wherein the wings are foldable so that the aircraft can be transported within the larger aircraft to a remote ground location and deployed therefrom.

4. (original) The aircraft of Claim 1, wherein each sidewall further includes a plurality of layers adapted to provide an interior area of the payload bay protection from infiltration by flying objects.

5. (original) The aircraft of Claim 4, wherein the plurality of layers includes an outer skin of each sidewall.

6. (original) The aircraft of Claim 4, wherein the plurality of layers includes an integral storage compartment formed in each sidewall.

7. (original) The aircraft of Claim 4, wherein the plurality of layers includes an outer side panel of each PETA bank.

8. (original) The aircraft of Claim 4, wherein the plurality of layers includes a plurality of pulsejet engines included in each PETA bank.

9. (original) The aircraft of Claim 4, wherein the plurality of layers includes an inner side panel of each PETA bank.

10. (original) The aircraft of Claim 4, wherein the plurality of layers includes a layer of acoustical insulating included in each sidewall.

11. (original) The aircraft of Claim 4, wherein the plurality of layers includes a payload bay panel included in each sidewall.

12. (original) The aircraft of Claim 1, wherein the fuselage includes long, aligned edges adapted to reduce radar cross section returns.

13. (original) The aircraft of Claim 1, wherein an exterior surface of each sidewall is canted to reduce radar cross section side sector returns.

14. (original) The aircraft of Claim 1, wherein a cruise propulsion system is included within an interior portion of the fuselage to reduce radar cross section returns and acoustical detection.

15. (original) The aircraft of Claim 14, wherein the cruise propulsion system includes a high efficiency, high bypass turbofan to cool exhaust from the cruise propulsion system and thereby reduce infrared detection.

16. (original) The aircraft of Claim 1, wherein the fuselage includes a lower aft deck adapted to reduce infrared detection.

17. (original) The aircraft of Claim 1, wherein each PETA bank includes at least one absorber adapted to narrow an acoustical bandwidth of noise generated by each PETA propulsion device and thereby reduce acoustical detection.

18. (original) The aircraft of Claim 1, wherein the fuselage and wings include a camouflage scheme to reduce visual detection.

19 through 46 (cancelled)

47. (new) A vertical take off and landing (VTOL) aircraft comprising:

a fuselage having a pair of sidewalls each having an outwardly canted outer surface such that top portions of the outer surfaces are in closer proximity to each other than bottom portions of the outer surfaces;

a bottom adapted to form an armored payload bay and allow ingress and egress of cargo from the armored payload bay;

a pair of wings connected to the fuselage, the wings adapted to allow the aircraft to be transported within a larger aircraft; and

at least one pulse ejector thrust augmentor (PETA) bank integrally formed within each canted sidewall, each PETA bank including:

a plurality of interconnected pulsejets, and

at least one acoustic barrier adapted to narrow an acoustical bandwidth of noise generated by thrust exhaust produced by each PETA bank,

wherein each PETA bank is canted outward such that the thrust exhaust produced by each PETA bank is directed down and outwardly away from a centerline of the armored payload bay.

48. (new) The VTOL of Claim 47, wherein each sidewall further includes a plurality of layers adapted to provide an interior area of the payload bay protection from

infiltration by flying objects, wherein at least one of the layers is constructed of a material that is highly resistive to penetration by high velocity flying objects.

49. (new) The VTOL of Claim 48, wherein the material that is highly resistive to penetration by high velocity flying objects comprises at least one of titanium, aluminum, steel or Kevlar®.

50. (new) The aircraft of Claim 48, wherein the plurality of layers includes an outer skin of each sidewall.

51. (new) The aircraft of Claim 48, wherein the plurality of layers includes an outer side panel of each PETA bank.

52. (new) The VTOL of Claim 48, wherein the plurality of layers includes the plurality of pulsejet engines.

53. (new) The VTOL of Claim 48, wherein the plurality of layers includes an inner side panel of each PETA bank.

54. (new) The VTOL of Claim 48, wherein the plurality of layers includes a layer of acoustical insulating included in each sidewall.

55. (new) The VTOL of Claim 48, wherein the plurality of layers includes a payload bay panel included in each sidewall.

56. (new) The VTOL of Claim 1, wherein the fuselage includes a lower aft deck adapted to reduce infrared detection.

57. (new) A flight platform adapted for axial and vertical flight, said flight platform comprising:

a fuselage having a pair of sidewalls each having an outwardly canted outer surface such that top portions of the outer surfaces are in closer proximity to each other than bottom portions of the outer surfaces, the outer surfaces constructed of a material that is highly resistive to penetration by high velocity flying objects;

a bottom adapted to form an armored payload bay and allow ingress and egress of cargo from the armored payload bay;

a pair of wings connected to the fuselage, the wings adapted to allow the aircraft to be transported within a larger aircraft; and

at least one pulse ejector thrust augmentor (PETA) bank integrally formed within each canted sidewall, each PETA bank including:

a plurality of interconnected pulsejet engines,

at least one acoustic barrier adapted to narrow an acoustical bandwidth of noise generated by thrust exhaust produced by each PETA bank,

an outer side panel constructed of the material that is highly resistive to penetration by high velocity flying objects, and

an inner side panel of each PETA bank constructed of the material that is highly resistive to penetration by high velocity flying objects;

wherein each PETA bank is canted outward such that the thrust exhaust produced by each PETA bank is directed down and outwardly away from a centerline of the armored payload bay.

58. (new) The flight platform of Claim 57, where in the material that is highly resistive to penetration by high velocity flying objects comprises at least one of titanium, aluminum, steel or Kevlar®.

59. (new) The flight platform of Claim 57, wherein each pulsejet engine is constructed of the material that is highly resistive to penetration by high velocity flying objects.

60. (new) The flight platform of Claim 57, wherein each sidewall includes an interior payload bay panel constructed of the material that is highly resistive to penetration by high velocity flying objects.